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News Letter

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WESTERN'S FLYING MOONEYS MAINTAIN FAMILY TRADITION

When Western Air Lines Pilot Albert S. (Bert) Mooney, Jr. retired following a 34-year career in aviation last month, he left the aviation industry a legacy of "Flying Mooneys."

Mooney, who first soloed in a Lincoln Standard in 1926, began his career as manager for the Butte Aircraft Corp. Later as a pilot for National Parks Airways, he transferred to Western, when the 532-mile NPA, then operating between Salt Lake City and Great Falls, was purchased by Western in August 1937.

Mooney became 60 last month. Retirement from piloting airline flights does not mean inactivity for him, however. Neither does it mean parting company with Western. His plans call for taking a very active role in the operation of his own company, Butte Aero Service, which specializes in maintenance, charter flights and pilot services for business firms It is now managed by his son, John Murray Mooney, 31, a commercial pilot with a degree in aeronautical engineering.

Mooney will not lose interest in the progress of Western, either, because only a week before his retirement, his youngest son, Robert O'Brien Mooney, 29, began flying regular schedules as a WAL co-pilot.

Two other sons, William Donald Mooney, 30, and Albert S. Mooney III, both airline pilots, earn their living just as their father did. William is a co-pilot for North Central Airlines, while Albert is a captain with more than 14,000 flying hours at the controls of Frontier Air Lines planes.

All four sons are graduates of the University of Utah. All learned to fly at early ages in Salt Lake City, and all were taught by Western Air Lines Instructors.

Their mother, Johanna Mooney, not content to be the only grounded member of a flying family, made her solo flight many years ago.

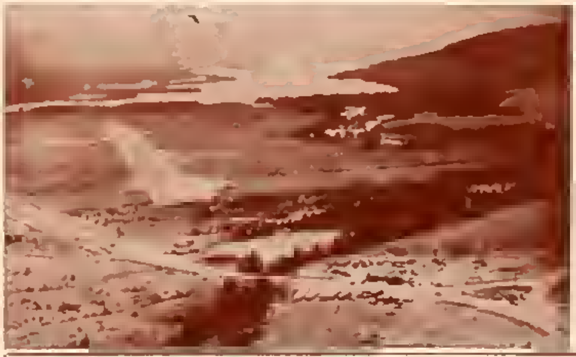
BABB RECREATIONAL AIRPORT GLACIER PARK

The picture below shows the Babb Recreational Airport completed this summer to serve the east side of Glacier Park. (4,000 feet long, down hill to south)

As you can see, this new landing strip is adjacent to the town of Babb. The picture is taken looking south and you may note that the strip is at the north end of lower St Mary's Lake.

There is a good motel and restaurant located at Babb, transportation is available to any point in the area, including Duck Lake, the outstanding fishing lake in the northwest, which is located four miles east of this Montana Recreational Airport.

This airport was constructed by the Montana Aeronautics Commission on land leased at no cost from the Blackfoot Indian Tribal Council. This airport has had very extensive use by flying vacationers and fishermen since its completion.



BILLINGS AIR FAIR AUGUST 27 - 28

The annual Billings Air Fair is scheduled to be held in Billings August 27 and 28. The Billings boys have gone all out to keep their usual unusual program in an air show which will include both static and flying displays of late military type aircraft. It has been rumored that a U-2 will be displayed and that is an airplane we sure would like to see.

Make your plans now to attend this outstanding air show and enjoy the warm hospitality which is always extended to visitors in Billings. Tell your friends that you will see them there.

BASED ON A TRUE CASE
VIOLATION
NIGHT FLYING FROM A BASE WITH HIGH OBSTRUCTIONS NEARBY REQUIRES EXTRA CAUTION. TO IGNORE THE DANGER IS FOOLISH!
WITH ALL THE CITY LIGHTS IT'S HARD TO SEE THE RUNWAY LIGHTS!
YOU'RE PRETTY FAR OUT... GET ON SOME POWER
THE STUDENT DRAGS ALONG ON FINAL THEN CUTS POWER AGAIN ...
YOU'RE STILL LOW... I'VE GOT IT!
I CAN'T SEEM TO.. EGADS
THE AIRCRAFT CONTACTS HIGH TENSION POWER LINES.. FLIPS OVER AND FALLS TO EARTH.
A HIGH LINE..
... COMING TO REST ON TOP OF A HOUSE
HIGH OBJECTS AROUND FIELD BY DAY ... SELDOM LEAVE WHEN DARK NEVER ONCE FORGET THEIR PRESENCE LESS THEY LEAVE THEIR MARK!!

FAA DETAILS CONTROL FLOOR PROPOSAL

FAA has published its proposal to lower the floor of the continental control area from 24,000 feet to 14,500 feet in the Federal Register, August 2, 1960. If the proposal is adopted, FAA states that all the air space within the continental U. S. at and above 14,500 feet (mean sea level) except prohibited and restricted areas, and air space less than 1,500 feet above terrain (mountaineous terrain above 13,000 feet MSL) will be controlled air space. Where terrain exceeds 13,000 feet the control area floor would be established at 1,500 feet above it.

This modification of the continental control area would encompass all of the proposed intermediate airway structure within the continental U. S. and would eliminate the requirement for designation of separate control areas for each specific intermediate altitude airway, FAA said. The action would also extend controlled airspace protection for instrument flight rule operation throughout the jet route structure, proposed intermediate altitude airway structure, and the areas between such routes and airway utilized for direct flight and holding patterns within the altitudes at and above 14,500 feet MSL, the agency said.

The expansion is part of the comprehensive air traffic control improvement plan and is made possible at this time through more advanced air traffic control capabilities. The rule is expected to have a relatively minor impact on general aviation, as there is only a small amount of general aviation VFR traffic at these altitudes No public hearings are contemplated a this time, FAA said, but arrangements may be made with agency officials for informal conferences. Requests for these and all other communications on this matter should be addressed to the Chief Air Space Utilization Division by October 12

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"**To foster aviation as an industry**, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

HOW DIFFERENT IS ATTITUDE INSTRUMENT FLYING?

An often-heard coment these days, since the advent of the new regulations concerning the instrument requirements for Private and Commercial pilots, is, "Now I have to learn two methods of flying the airplane." A good many flight instructors feel the same way and this, in a very real sense, tends to bear out the feeling that the regulation and attitude instrument flying itself is much misunderstood.

This is probably due to the fact that flight training has traditionally been conducted with contact flying being followed by instrument flying at a much later time, if at all. The results of studies done at the University of Illinois, Institute of Aviation, and the University of West Virginia have proved conclusively that simultaneous contact-instrument training can be accomplished by the student and his instructor in much the same time it would take to teach contact flying only and, as a bonus, with more satisfactory results.

One of the reasons the two systems have been divorced is undoubtedly the fact that man's first attempts to fly were based on his ability to have visual reference to the earth's surface. Later, when he learned the art of flight by instruments, the two phases of training came to be distinct and separate which fostered the concept that they are alien to each other.

In attitude instrument flying, references are merely substituted on the instrument panel for visual references on the earth's surface. That is, while flying with reference to the earth's surface, the pilot determines the attitude of the airplane by observing the relationship between the airplane's nose and wings and the natural horizon. While flying by reference to instruments, the pilot gets essentially the same information from his instruments as is obtained on a VFR flight by reference to outside sources.

Exactly the same control techniques are used and most instrument students are amazed to learn that the instruments are more accurate than their visual reference to the earth's surface and that they can therefore fly with a greater degree of accuracy by reference to the instruments only.

In short, attitude instrument flying is not a "new" way of flying the airplane it is merely a substitution of reference points to fly the airplane in the same manner in which the individual flew it before.

Needless to say, specialized instruction is necessary to learn attitude instrument flying properly and completely. The instrument instructor initially helps the student make "attitude interpretations" from the instruments Vertigo is another complicating factor for the student (and the instrument pilot out of practice), however, attitude instrument flying isn't as "different" as some would have you believe!

VOR ACCURACY

If you want to keep track of the performance and operating condition of your Omni equipment, just keep tabs on its accuracy. Increasing inaccuracy tells you it ought to be serviced by a competent radio service shop.

Of course, if you fly IFR, you know that your Omni accuracy must be checked every 10 days or every 10 hours of flight. Three methods of checking Omni accuracy are approved by FAA:

1. Certified Airborne Check Points. These points, listed in the Flight Information Manual, are easily recognizable landmarks, such as a runway intersection or water tower. You check your Omni as you pass directly over the designated point. Tolerance of plus or minus 6 degrees is permitted on airborne checks.
2. Certified Check Points on the Airport Surface. At airports close enough to a VOR to permit satisfactory reception on the ground, locations on the ramp or taxiway are designated for checking purposes. A sign indicates the exact radial from the VOR at that point. An error of plus or minum 4 degrees is permissible.
3. Radiated Test Signals. In certain areas, radiated test signal stations put out a continuous 180/360 degree track. When you tune to one of these stations your needle should automatically be centered. The degree of error (plus or minus 4 degrees permitted) is shown by any deviation from center. You'll find this the simplest, quickest system and it will be increasingly convenient since 75 of these stations are slated to go into operation by the end of the year, as compared to only nine which have been in operation up till now.

There are two basic varieties of error which might develop in your Omni receiver-indicator. First one is simple: If you find the same amount of error in the same direction all around the compass then your zero merely needs resetting. This can usually be done without removing the equipment from the airplane.

If the degree of error is inconsistent, you have what is known as "compensation error." This requires a bench check, which may reveal a weak tube or some other servicing requirement.

Periodic checking of your omni accuracy by any of these methods is just good operating procedure, VFR or IFR.

FAA AIR TRAFFIC COMMUNICATION TO GET FIVE ADDITIONAL MEGACYCLES

Effective July 1, 1960 the FAA allocated five megacycles, 100 channels to the air traffic control system. The new frequencies are 126.825 to 128.825 MC and 132.025 to 135.0 MC. Most of the General Aviation airborne equipment will not handle these frequencies now but as you add new equipment to your aircraft, these frequencies will be included especially if you intend to use your aircraft for IFR flights.

MONTANA UNICOM RADIOS
122.8 MC

The Montana Aeronautics Commission has cooperated with many Montana communities in the establishment of unicom radios as a service to pilots on Montana airports. At present there are 31 unicom radios operating in the state and these radios are listed as follows:

Airport	Unicom Operator
Big Timber	Walter Huffman
Billings 123.0 MC	Gillis Flying Service
Bozeman	Flight Line Inc.
Butte	Butte Aero Sales & Serv
Condon	U. S. Forest Service
Conrad	Pondera Flying Service
Dell	Harold Briggs
Ethridge	Torgerson's
Geraldine	Herbert Bailey
Glasgow	U. S Weather Bureau
Glendive	Glendive Flying Service
Great Falls 123.0 MC	Skyways Flying Service
Harlowton	Charles Allingham
Havre	Hensley Flying Service
Helena	Morrison Flying Service
Jackson	Diamond Bar Inn
Jordan	Milton Schrank
Kalispell	Glacier View Skyways, Inc.
Libby	Sheriff's Office
Malta	Malta Flying Service
Missoula	Johnson Flying Service
Plentywood	Sheriff's Office
Polson	Timm Aero Service
Red Lodge	Red Lodge Airways
Roundup	Roundup Flying Service
Shelby	Shelby Flying Service
Sweetgrass-Coutts	U. S. Customs Office
Valier	Lohse Flying Service
West Poplar	U. S. Customs Office
West Yellowstone	Flight Line Inc. & U S F S.
Wolf Point	Point Aero Service

Stations to be Installed This Fall

City	
Scobey	Sheriff's Office
Hamilton	Ryman Flying Service
Choteau	Choteau Flying Service

Proposed Stations

Chinook
Bridger
Winifred
Poplar
Superior

AIRPORT DIVISION

Several Montana airport construction projects will be completed by August 1960. These projects are financed by utilizing state, federal, and local funds on a participating basis.

Dillon Project: A new 4,000' paved N/S runway, taxi-way and parking apron.

Chester Project: A new 3,200' paved E/W runway, taxi-way and parking apron.

Malta Project: A new 3,400' paved E/W runway, taxiway and parking apron.

Conrad Project: A new 3,200' paved E/W runway

Miles City Project: Resurface NW/SE runway (5,600' x 150').

Bridger Project. A new 3,000' turf N/S runway and parking apron.

Meadow Creek Project: Runway extension and surface improvements—construction of camping facilities.

Superior Project: Construction of a new airport which includes a 3,600' E/W runway, lights, water, telephone, and a large parking apron.

White Sulphur Project: A new 4,000' NE/SW turf runway and parking apron.

Babb Project. A new 4,000' NW/SE turf runway and parking apron.

Browning Project. A new 4,000' E/W turf runway and parking apron.

Tiber Dam Project: A new 3,000' NW/SE turf runway and parking apron.

Glasgow Project: A new terminal and administration building.

Construction bids will be called for on several airport projects in the near future:

Scobey Project: A new 3,400' paved NW/SE runway, taxiway and parking apron.

Red Lodge Project: A new 4,000' paved NW/SE runway, taxiway and parking apron.

Kalispell Project: Runway extension, lighting and parking apron.

Belgrade Project: A new paved runway and other improvements.

Helena Project: A new paved runway, taxiways and other improvements.

Butte Project: A new terminal building.

Shelby Project: New overlay for E/W runway.

Plans are underway for new airports or airport improvements at Lincoln, Phillipsburg, Deer Lodge, Virginia City, Livingston, Schafer Meadow, Seeley Lake, Columbus, and East Poplar.

THE FOLLOWING FACILITIES ARE AVAILABLE AT THE FLATHEAD COUNTY AIRPORT FOR FILING OR CLOSING FLIGHT PLANS OR REQUESTING TRANSPORTATION: UNICOM RADIO 122.8

Weather Bureau	.0630-1430 MST
West Coast Airlines	.1000-1900 MST
Glacier View Airways Shops or Operator's Residence Adjacent To Shops	... .24 Hour Service

REPORT FROM MONTANA PILOTS ASSOCIATION

Your Aeronautics Commission Director, Frank Wiley, and myself attended an organizational meeting in Yakima, Washington of the WASHINGTON PILOTS' ASSOCIATION, over the week-end of August 12th-14th. The enthusiasm was terrific and if the momentum generated can carry on, I wouldn't be a bit surprised to see their organization double the size of ours and the OREGON PILOTS' ASSOCIATION. It was interesting to note that the OREGON PILOTS' ASSOCIATION was a little under the size of ours coming up to about 500 members where we are running 535 paid up for this year. Our best of luck to Don Norris, president of the Washington Pilots' Association. I'm sure that we will be hearing more from you and maybe we can work out a joint Northwest Fly-In sometime in the future.

It is still the opinion of your president that more activity in flying should be juvinated during the summer months when the weather is nicer. We have had very few reports from the various hangars concerning the summer activities. Your State office would like to hear more from the individual hangars as to fly-ins, what help you might need from the State office, etc. Please do not hesitate to write me at P. O. Box 1172, Great Falls.

Just a reminder, the FALL FLY-IN this year will be held at the Stage Coach Inn, West Yellowstone, September 24th and 25th. Arrangements are being made for a luncheon stop at the Sportsmans Club at Ennis the 24th. This should be the biggest Fall Fly-in we have ever had. Winter rates prevail so bring the whole family. See ya there . . .! ! All pilots and guests invited.

Don't forget the AIR FAIR in Billings August 27th and 28th. Particulars are elsewhere in this issue.

Yours for safer flying,
Scott Stanley, Pres.
MONTANA PILOTS' ASSOCIATION.

JET EXPERIENCE

Experience so far gained—primarily with the Boeing 707 and the Comet IV—suggests that the jets are to a high degree reliable and serviceable. An indication of the serviceability of these aircraft may be seen in the average daily utilization rate of approximately eight hours per aircraft achieved by both the Boeing 707 and the Comet IV. Moreover, in the operations of five United States carriers using the Boeing more than 90% of flights were dispatched without mechanical delay.

In addition, the turbo-jet aircraft in scheduled service maintained an excellent fatality record; only one passenger died in connection with a jet accident, and he of a heart attack. To these encouraging characteristics must be added the continuing passenger appeal of the jet, which is evidenced by the unprecedentedly high load factor of over 90% averaged by the Boeing 707 in its first year of operation.

Slightly less encouraging is the experience gained with direct operating costs Three United States carriers—American, PAA and TWA—operating Boeing 707's in the first three quarters of 1959 had unit operating costs, in terms of U.S. cents per available seat mile, varying from 1.65 to 2.74, but averaging very close to 2 cents. It had been claimed that the operating costs of the jets would be somewhat lower than those of the turbo-props and piston-engined aircraft, but the figures so far realized have turned out to be similar to those shown in the operation of the Lockheed Electra, the Viscount 745, the DC-6 and the DC-7—all of which approximate 2 cents per seat-mile.

Another matter in which experience has been somewhat discouraging is overall speed. The same three United States carriers—American, PAA and TWA—in their operations with the Boeing 707 in the first three quarters of 1959 have averaged block-to-block speeds of only about 716 kilometers (445 miles) per hour, instead of the anticipated 748 kilometers (465 miles) per hour or better.

The experienced gained in 1959 is interesting, but inconclusive. Before the operating characteristics of the new equipment can be fully determined it will be necessary to observe a large number of jets in operation under varying conditions for an appreciable period of time. Operation on a larger scale and with greater experience may tend to reduce costs, but load factors will probably fall and the employment of the jets on shorter stage-lengths will result in less efficient operation, so that it is hardly possible to say what may happen to the unit operating cost figures mentioned above. The same is true for the question of block-to-block speed. Operations on shorter stages will tend to reduce this, but improvements in air navigation facilities and services may raise it.

WHO—ME?

Recently a pilot was calling the Washington, D. C. tower and reported ten miles west of that field. The tower operator asked him if he was operating under VFR conditions. A prompt reply was received, "No, I'm operating under the GI bill out of Teterboro."

FOR SALE: Swift 145. Total time since new 375 hours engine; total time airframe 1,296 hours; Extras; clock, fresh air kit, stainless steel stacks, landing lights, mixture control, remote indicating compass, Cyl. Head Temperature, outside air temperature, carb, air temperature, cig lighter; Radio: narco-omni 4 channel, narco low frequency receiver, loop, full controllable prop, 145 hp continental, 10 gallon auxiliary tank, custom spinner, 18" clipped off each wing with Bonanza tips installed. Will provide new license for buyer. Price $3,500 or $1,500 down balance financed. Contact Erna Parker, Box 321, Billings or M. Lipsker, Chapel's Inc., Billings.

ATTENTION: MANAGERS & OFFICIALS OF ALL PUBLIC OWNED AIRPORTS—NATIONAL AIRPORT SURVEY—1960

New Federal legislation will be required for extension of the Federal Airport Act, and accurate information with respect to proposed development and anticipated costs will be needed to justify the extension, and the amount of annual authorizations recommended.

The Airport Operators Council, the American Association of Airport Executives, and the **National Association of State Aviation Officials** have agreed to conduct a joint National Airport Survey to obtain the above information. NASAO has agreed to assume the primary responsibility for the direction and coordination of this survey

The Montana Aeronautics Commission will be designated as the coordinating agency to obtain this information for Montana.

Questionnaire forms will be sent to all public owned airports, and will require the following information: (a) A list of the items of work and anticipated cost of airport development planned for completion during the four year period 1961-1964. Planned development will be grouped generally as follows:

1. Land and approach acquisition.
2. Landing area development.
3. Passenger terminal development.
4. Other terminal area development.
5. Non-eligible FAAP items such as:
   auto parking lots
   hangar construction
   seal coating and joint filling.
   other.

(b) Amount of sponsors funds to be, or expected to be, available for each of the four calendar years included in the survey, subdivided as follows:

1. Fund on hand.
2. Bonds authorized, but not sold.
3. Available or anticipated State funds.

Time Table:

September 1—State Coordinators to have mailed questionnaires to the individual airports in their State.

October 1—On or before this date, all questionnaires should be returned to the State Coordinators.

HOW CLEAN IS YOUR FUEL?

Even the most forgiving airplane can turn nasty if its gasoline diet gets contaminated with water, dirt particles and other non-combustibles. Perhaps you know and observe the precautions necessary to avoid fuel contamination in your plane. But, in the interests of safety, let's review the basics:

Drain Fuel Sumps. Notice that plural: sumps On your pre-flight, it pays to drain a few ounces, not only from the main gascolator, but from the wing tanks themselves. This gets rid of moisture and sediment that accumulates on the bottom of the tanks and does not get cleared out through the gascolator. (Quick-drains are now available as an accessory for most light planes that do not already have them.)

Top Your Tanks. Make sure those tanks get filled before you put your plane away at night. This will prevent condensation from forming on the inside walls of your tanks—the same type of moisture you often see on the outside of your plane early in the morning.

One more tip: use all your tanks. Avoid letting gasoline "sit" for month after month in an auxiliary tank. Keep your fuel "fresh."

Follow these rules and you'll keep your plane's gasoline diet pure and healthy.

DOD WOULD GROUND ALL CIVIL AIRCRAFT FOR SIX HOURS

The Defense Department has scheduled an air defense training exercise for September 10 which will result in grounding of all civil and non-participating military aircraft between the hours of $600Z and 1200Z (1100 September 9 MST, and 0500 MST September 10). DOD said the airlines had been given about eight weeks advance notice to adjust their schedules.

Grounding all commercial aircraft was regarded as essential to provide for safety of passengers and crews during the NORAD. They would not have access to safety features such as navigation aids and radio communications since interruption of normal radio and radar is essential to make the exercise "realistic and worthwhile." DOD explained that military aircraft participating in the exercise will not be bound by normal altitude and air space restrictions thereby greatly increasing hazard if commercial aircraft were not grounded.

More than 2,000 fighter interceptor aircraft sorties will be flown. Aircraft will be flying predetermined courses made known to all elements of NORAD to distinguish friendly forces in the exercise from any planes that might launch an attack during this period!

During the time of day selected for "air sterilization" during the Sky Shield operation, the U. S. would normally have about 1,000 flights in motion, including about 37,000 passengers. Canada would have an estimated 310 flights including about 3,000 passengers. In addition, there would be about 31 flag carriers of other national origins entering or departing from North America during Sky Shield. Their schedules will be delayed to conform.

Privately owned aircraft will be notified through FAA facilities and Canada's Department of Transport. All non-military flights will be denied clearances and notice will be made to all pilots through the General Aviation Council and private flying organizations.

LIGHTPLANE DELIVERIES DURING THE FLYING FIFTIES

Lightplane manufacturers delivered 46,998 aircraft for $643,800,000 in factory billings during the Flying Fifties, according to a Flight Magazine compilation of annual reports issued during the years 1950-59 by the Utility Airplane Council of the Aerospace Industries Association.

Twice as many lightplanes were delivered during the last half of the decade as during the 1950-54 period, the totals for the two periods being 31,393 for the last half vs. 15,605 airplanes in the first half. Factory billings were $503.5 million for the 1955-59 period as compared to only $140.3 million for the first half of the fifties.

While all lightplanes have gone up in value because of inflationary influences on production costs, most of the increase in billings resulted from the introduction of light twin-engine business aircraft during the 1952-1954 period and their increasing popularity and production during the last half of the decade. Also contributing to the growth in billings per unit have been constant improvements to each model—the lightplane business is still an engineering industry, rather than a mass-production industry. Improved engines, propellers, performance and cabin comforts, along with ever-growing developments and standards in radio and electronic equipment, have pushed aircraft values higher and higher. It adds up to better airplanes, capable of increasing usefulness.

FLASH BULBS NOT SAFE IN AIRCRAFT

The Hercules Powder Company has issued a bulletin concerning a rather unusual flight hazard. Mr. H. W. Jervis, Director of Traffic for Hercules, makes reference to use of one of the company's aircraft. Mr. Jervis reports as follows:

"What could have been a serious situation was averted recently through the alertness of our Flight Group. Baggage was being loaded in one of the planes when smoke was observed coming from a package awaiting stowage. Investigation revealed that the package contained photo flash bulbs that had exploded and ignited some film and packing material.

"Radar beams operating at the airport were suspected; and to confirm this, the Engineering Department's Safety Section conducted tests, with and without the radar operating, and were able to flash the bulbs by simply holding them in their hands within range of the beams.

"As a matter of policy, and in the interest of safety, photo flash bulbs are not to be taken aboard or loaded on any of the Company's aircraft. This prohibition should be just as valid when traveling on commercial airlines."

NASAO WARNS MISUSE OF UNICOM FREQUENCY

A recent bulletin issued by the National Association of State Aviation Officials, reports of misuse of the 122.8 frequency are showing up at many points around the country and have given rise to a threatened crack-down by FCC when monitoring would show that unnecessary and irrelevant talk is being put out on this frequency.

As all pilots are aware, conditions frequently result in a ground station being heard even at low altitudes over distances of a couple hundred miles. For example, Revere, Massachusets can sometimes be heard over Barre-Montpelier, a distance of 150 miles.

The bulletin said the result of useless chatter is blocking of the party-line frequency for miles around.

"YES, THEY COST MORE"

While all lightplanes have gone up in value because of inflationary influences on production costs, most of the increase in billings resulted from the introduction of light twin-engine business aircraft during the 1952-1954 period and their increasing popularity and production during the last half of the decade. Also contributing to the growth in billings per unit have been constant improvements to each model—the lightplane business is still an engineering industry, rather than a mass-production industry. Improved engines, propellers, performance and cabin comforts, along with ever-growing developments and standards in radio and electronic equipment, have pushed aircraft values higher and higher. It adds up to better airplanes, capable of increasing usefulness.

General aviation uses 100% of the country's civil airports while all the airlines combined use only 8%.

TURN OFF THAT PORTABLE AND KNOW YOUR BUTTONS

Mutual interference between operating units of electronic equipment, caused by local radiation from the units themselves, have been reported between units of radio communications equipment, between radio communications and radio navigational equipment, between weather radar and radio navigational equipment, and to radio communications equipment and aircraft instrumentation **from passenger-operated portable electronic devices.**

Interference could be classed as any unwanted signal to which the receiver circuits respond. Such interfering signals contain no useful intelligence and tend to mask or garble intelligence from the desired signal source. Interference signals may be introduced into the receiver circuits through the antenna or, in some instances, the antenna lead-in. Interference may also be carried by power leads or control leads into the receiver case and enter the receiver circuits as either a radio-frequency or an audio-frequency signal or both.

Radiation from local oscillator circuits of other operating units of equipment aboard the aircraft can be one source of interfering signal. Another potential source of interference may be from inadequate shielding in circuits of equipment that operate using pulse techniques such as weather radar, ATC transponders, DMET and even from some types of electronic equipment power supplies. Signals generated in some of these circuits are rich in harmonics, and under certain conditions, could cause interference with other electronic equipment.

After a pilot becomes familiar with new units of installed equipment and recognizes the limitations inherent with each installation, mutual interference may often be avoided by a choice of operating units and frequencies selected. Interference in communications equipment is easily recognized inasmuch as the interfering signal may make communications difficult or impossible. Interference in radio navigation equipment is not always so obvious and may result in erroneous guidance information being presented to the pilot. A pilot should monitor any navigational aid to which he is tuned to the extent necessary to assure that no interfering signal is present in the equipment's audio output. (FAA)

FAA TAKES ACTION AGAINST 7 AIRLINE PASSENGERS IN DRINKING VIOLATION

The Federal Aviation Agency has initiated action against seven airline passengers charged with violating the regulation which prohibits drinking from private liquor supplies.

The incident occurred aboard a New York to Montreal scheduled airline flight on May 20th of this year, and turned the passenger cabin into a littered shambles. It also brought threats from the airline captain of an emergency landing.

FAA Administrator E. R. Quesada pointed out that information available to the Agency indicates violation of a regulation recently adopted by the Agency in the interest of air safety, which prohibits airline passengers from drinking alcoholic beverages unless they are served by airline personnel. The airline neither served nor carried any liquor on the flight involved.

The incident is the first violation of the regulation which has come to the Agency's attention since it was issued in March of this year.

F.A.A. SAFETY AGENT ITINERARY

STATE—Montana

City	Airport	Dist. Off.	Aug.	Sept.
Billings	Logan Field	GSDO-23	1-8-15-22-29	12-19-26
Bozeman	Gallatin Field	GSDO-10	18	14*-15*
Butte	Municipal	GSDO-10		
Glasgow	Municipal	GSDO-23	10	14
Glendive	Municipal	GSDO-23	17	21
Great Falls	International	GSDO-10	10*-11**	7*-8**
Havre	City-County	GSDO-10	9	
Helena	City-County	GSDO-10	1-15-22-29	12-19-26
Lewistown	Municipal	GSDO-23		
Livingston	Mission	GSDO-10	17	
Miles City	Municipal	GSDO-23	18	22
Missoula	County	GSDO-10	24*-25**	28*-29**
Plentywood	Municipal	GSDO-23		15
Wolf Point	Anderson and Municipal	GSDO-23	11	

*Written Only
**Flight Tests Only

MONTANA AERONAUTICS COMMISSION
ORO Y PLATA

News Letter

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Helena, Montana

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